

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM," 2,363 tons, Captain H. D. Jones.
 "POWAN," 2,338 " " " H. I. Black.
 "FATSHAN," 2,260 " " " C. V. Lloyd.
 "KINSHAN," 1,995 " " " B. Branch.
 "HEUNGSHAN," 1,998 " " " R. D. Thomas.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), to P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8 A.M., 1 P.M. and 5 P.M. (Sunday excepted). S.S. "KINSHAN" will use the Wharf near the Central Market, other steamers will use the Coy's Wharf.

The S.S. "POWAN" will leave Hongkong every Monday, Wednesday and Friday at 9 P.M. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 P.M.

ALL PAYMENTS MUST BE MADE IN CASH. CHITS CANNOT BE ACCEPTED.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "SUI-AN," 1,651 tons, Captain W. A. Valentia.
 "SUI-TAI," 1,651 " " " G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 A.M. from DOUGLAS WHARF and at 2 P.M. from the COMPANY'S WHARF.

On Sundays Special Cheap Excursions leaving Hongkong at 9 A.M. from DOUGLAS WHARF and from Macao at 5 P.M.

The Company also runs a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's wharf.

Departures from Macao to Hongkong on week days at 7.30 A.M. and 2 P.M.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD. AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain S. Bell Smith.
 "NANNING," 599 " " " Mackintosh.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, (First Floor), opposite the Hongkong Hotel,

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 14th December, 1907.

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUCHOW LINE.

THE Steamers

"LINTAN" and "SAN-UI"

SAIL FROM HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 6 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXCELLENT.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS, WEST RIVER BRITISH S.S. COMPANIES.

Hongkong, 2nd November, 1907.

IMPERIAL BREWING COMPANY, LIMITED.

PURE CREAM BEER.

For samples and prices please apply to

WINE GROWERS SUPPLY CO.

BARRETTO & CO.

General Agents.

Hongkong, 22nd October, 1907.

REGULAR HONGKONG-CANTON LINE OF STEAMERS

OF THE

COMPAGNIE FRANCAISE DES INDES ET DE L'EXTREME ORIENT.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed and punctual steamers on the line. Departure from Hongkong at 9.30 P.M. (Saturdays excepted). Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine. The Company's Wharf is at the end of Wing Lok Street (Tram Station). Canton Agents—Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 5th April, 1907.

Hotel.

KOWLOON HOTEL,

HONGKONG.

NEEDS NO ADVERTISING.

World-Wide Reputation. The only First-Class Hotel in Kowloon. Most Charming and Popular Resort in the Colony.

Electric Lights, Fans and Call Bells. Bath Rooms attached to Each Room.

Telephone Address:

"CHEF" HONGKONG.

Telephone No. 24

Unrivalled for Comfort and Cuisine. Thoroughly Up to Date with Every Modern Luxury.

Billiards and Bowling Alleys.

Moderate Terms and No Extras.

Modern Management.

O. E. OWEN,

Proprietor.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 28.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama Harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 406, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts,

A. I. and Watkins.

Yokohama, May 23rd, 1905.

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TO SAIL

SANDAKAN { "BORNEO" WEDNESDAY.
 Capt. F. Sembill 10 A.M., 18th Dec., 1907.
 NAPLES, GENOA, ALGIERS, { "PRINZ REGENT LUITPOLD" WEDNESDAY.
 GIBRALTAR, SOUTHAMPTON, Capt. H. Kirchner Noon, 18th Dec., 1907.
 ANTWERP and BREMEN
 SHANGHAI, NAGASAKI, HIOGO { "PRINZ EITEL FRIEDRICH" About WEDNESDAY,
 and YOKOHAMA Capt. E. Malchow 18th Dec., 1907.
 MANILA, NEWGUINEA, BRIS- { "MANILA" THURSDAY,
 BANE, SYDNEY and MEL- Capt. Minssen 5 P.M., 2nd Jan., 1907.
 BOURNE
 EXTRA STEAMER.
 EUROPE VIA PORTS OF CALL { "BACHSEN" About WEDNESDAY,
 Capt. Wollemas 25th Dec., 1907.

For further Particulars, apply to

NORDDEUTSCHER LLOYD

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 18th December, 1907.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From.	Expected on or about	Will leave for	On or about
TJILIWONG.	JAPAN	Second half Dec.	JAVA PORTS	Second half Dec.
TJIPANAS.	JAVA	Second half Dec.	JAVA PORTS	First half Jan.
TJIMAH.	JAPAN	First half Jan.	JAVA PORTS	First half Jan.
TJIBODAS.	JAVA	First half Jan.	JAPAN	First half Jan.
TJIKINI.	JAPAN	First half Jan.	JAVA PORTS	Second half Jan.
TJILATJAP.	JAPAN	Second half Jan.	JAVA PORTS	Second half Jan.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 10th December, 1907.

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 20th June, 1904.

Dr. M. H. CHAUN,

THE LATEST METHOD

of the

AMERICAN SYSTEM OF DENTISTRY

15, QUEEN'S ROAD, CENTRAL.

From the University of Pennsylvania, U.S.A.

Hongkong, 16th April, 1904.

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lambs & Rogge write on 14th inst.—The past fortnight has again been a very depressed one. As for prompt loading, offers for any employment for steamers are almost entirely absent. Occasional chartering orders are already beginning to come forward from Saigon for shipment in February, but owners so far decline to meet the inquiries on account of the low rates offered by charterers.

As regards Southern affairs, there have been three fixtures for prompt dates from Saigon for this port at 11 cents, and another middling-sized boat is being inquired after at same rate, but it goes without saying that only vessels trading regularly between the ports will accept such terms. There is very little left now of the old crop's produce, and the still available remnants are being held for higher prices.

Saigon to Philippines, there has been some inquiry resulting in a charter at 20 cents per picul for 25,000 piculs; and in addition some of the Manila-owned boats are said to have been taken up elsewhere.

Saigon to Java, the fixture of a Norwegian boat is reported at 23 cents.

Shipments from Bangkok to this are still going on by the regular boats, and business on a larger scale cannot be looked for until the new season has opened.

From Java there is no demand for tonnage in any direction.

Ancient Northern freight, nothing fresh can be said. The closing rate from Wuhu and Chinkiang to Canton for rice stands at 16 candelars.

From Japan a few more coal charters are on record: Moji to this at \$1.4. Wakamatsu to Canton at \$2.20, Kuchino to Hongkong \$2.00.

On monthly terms two small vessels have been secured by local Chinese at very low rates. It is understood that the vessels will be employed in the Saigon trade.

Sail Tonnage loading or to load:—Brit. bark Lawhill, 1,950 tons, arrived 18th August.

Sail Tonnage Disengaged:—None.

Departure of Sallers:—Brit. bark Edipha, December 3rd, for Baltimore.

LOVE IN WORKHOUSE.

BROKEN-HEARTED SEPTUAGENARIAN HANGS HIMSELF.

An extraordinary story of love in a workhouse was revealed at an inquest on 14th ult. on George Horwood (in his seventieth year), who was found hanging on the workhouse gatepost at Sanderton, near High Wycombe.

The deceased, who was an inmate of the workhouse, used to take the letters to the neighboring village of Bradenham to post, and as he did not return at the usual time at night the porter went in search of him, failing to discover him until, returning on his bicycle, he saw the deceased hanging from the post.

Endearing letters in relation to another inmate of the workhouse were produced at the inquest. One read as follows:—

Dear Jane, I am going to die for you for I love you so dearly, and dear Jane, I can not live like we are at present, for dear Jane, you used to say that you loved me dearly, and no one else, but you have been false and deceitful to me, Jane.

That has been the cause of all this trouble, and now I am dying for you, dear. Good-bye, and God bless you. Your true and broken-hearted lover,

G. HORWOOD.

A verdict of "Suicide while temporarily insane" was returned.

EXPLOSIVE GLASS EYE.

REMARKABLE EXPERIENCE OF A NEWPORT WOMAN.

A new terror has been added to the life of the Man with a Glass Eye.

It is the Explosive Eye—concerning which the "Western Mail" (Cardiff) describes "a strange and probably unexampled catastrophe."

Mrs. Richard, a young woman living in Newport, who lost the sight of an eye in an accident some years ago, replaced the damaged eye with an artificial one. This did duty till a few months ago, and then, becoming dissatisfied with it, she purchased a more expensive one.

Early one morning, says the "Western Mail," this new eye exploded "with a report like the firing of a gun."

"She was very much startled and pained," continues the narrative. "The explosion caused the artificial eye to fit so tightly in the orbit that it was with the utmost difficulty that it could be got out."

An examination showed that a piece of the glass at the back of the eye had "blown." Instead of diving backward and embedding itself in the flesh of the orbit, it had gone forward into the cavity in the glass eye.

AMERICANS AND THE NUDE IN ART.

In Philadelphia, twelve years before the appearance of the Atlantic, a few casts from the antique created something very like a public scandal; and when, at an earlier period, Greenough's Chanting Cherubs, the first group by an American sculptor, was exhibited, a storm of condemnation enveloped the undraped figures; nude babies were familiar in American homes, but their appearance in public shocked the moral sense of the whole community. This was in New York, where, still earlier, gentlemen who lived by piracy had been influential members of society. The symbolism of Powers' Greek Slave and the passionate sympathy with the Greek struggle for freedom diverted attention from the nudity of the figure to the pathos it expressed; but it was thought necessary, in the interests of public morals, that the fair captive should be examined by a committee of experts. Accordingly a group of clergymen in

Cincinnati sat as a jury and, after a critical examination of the figure, issued a kind of license for purposes of public exhibition. The humor of submitting the statue to the inspection of a committee of clergymen does not seem to have occurred to any save a few Americans who had been corrupted by familiarity with foreign galleries; nor does any one appear to have realized that the real immorality was not in the (faint) statue but in the public opinion which hailed her effigy as the greatest work of art in the history of the world.—Hamilton Mable, in the Atlantic.

To Let.

TO LET.

CROWNSNEST, Barker, Roads, unfurnished or partly furnished.

Apply to—

C. I. GORHAM,

3, Ladder's Street, Hongkong, 2nd December, 1907. [1048]

TO LET.

OFFICES on TOP FLOOR, No. 3, CONNAUGHT ROAD, facing the Connaught Ground.

HATHERLEIGH, Connaught Road.

A HOUSE in CLIFTON GARDENS, Connaught Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE BUILDINGS, and No. 168, DES VOEUX ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [620]

TO LET.

A HOUSE in KNOTSFORD TERRACE, Kowloon.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 1st December, 1907. [660]

TO LET.

No. 11, SEYMOUR ROAD.

With possession from 1st December next.

Apply to—

THE COMPTON DEPARTMENT,

Jardine, Matheson & Co., Ltd., Connaught Road Central.

Hongkong, 22nd October, 1907. [940]

TO LET.

No. 38, CAINE ROAD.

AUCTION ROOMS, No. 2, ZETLAND STREET.

No. 2, FAIRVIEW, ROBINSON ROAD, Kowloon.

Apply to—

LEIGH & ORANGE,

1, Des Voeux Road.

Hongkong, 15th October, 1907. [922]

TO BE LET.

SUITABLE OFFICES, in No. 2, PEDDER STREET. Two very spacious, bright and airy rooms. Rent moderate.

Apply to—

"Y. Z."

C/o Hongkong Telegraph.

Hongkong, 4th December, 1907. [1060]

TO LET.

No. 5, MORRISON HILL.

ONE FOUR-ROOMED HOUSE, at PRAYA EAST, near East Point.

Apply to—

JARDINE, MATHESON & Co., LD.

Hongkong, 19th October, 1907. [933]

TO LET.

HOUSE No. 5, ROSE TERRACE, Kowloon.

Apply to—

COMPTON DEPARTMENT,

Jardine, Matheson & Co., Ltd.

Hongkong, 14th October, 1907. [665]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$5.00 per Cask ex Factory.

In Bags of 50 lbs. net \$3.00 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 3rd October, 1907. [148]

FAIRBREWING COMPANY, MILWAUKEE.

FRESH SUPPLIES

ALWAYS KEPT IN STOCK.

BY

SIEMSEN & Co.

Agents for

HONGKONG & SOUTH CHINA.

Hongkong, 29th July, 1907. [144]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT.

Stores will be Open at 10 A.M. and 4 P.M., daily Sunday excepted, to receive and deliver perishable goods.

WM. FARLANE, Manager.

Hongkong, 22nd June, 1907. [156]

NOTICE.

THE Public are hereby informed that no change has been made in the Rates of Subscription to the Hongkong Telegraph and they are warned against paying more than TEN CENTS (10 cts) per Single Copy.

THE MANAGER.

Hongkong Telegraph Co., Ltd.

11, Queen's Road, Hongkong, 1907.

Intimations

Dr. William S. Green, 300, N. Main

Intimation.



A. S. WATSON & CO.,
LIMITED.

THE GREAT
POPULARITY

OF
Watson's

E

VERY OLD LIQUEUR

SCOTCH
WHISKY

HAS BEEN ATTAINED BY ITS
CONSISTENT EXCELLENCE

OF
QUALITY.

IT IS A

PURE MALT WHISKY

OF

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Case - - - \$15.00

A. S. WATSON & CO.,
LIMITED,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

ALEXANDRA BUILDINGS,

Hongkong, 30th November, 1907.

NOTICE

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.
The Editor will not be responsible for any rejected MS., nor for any contribution.

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DAILY—\$40 per annum

WEEKLY—\$13 per annum

The rate per quarter and per month, proportionally.

Quarterly issue is delivered free when the address is accessible to messenger. On order sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue in any part of the world is 30 cents per quarter.

Single Copies. Daily, ten cents; Weekly, twenty-five cents.

BIRTH

On December 11, 1907, at Shanghai, to Mr. and Mrs. Y. KUMSOO, a daughter.

MARRIAGE

On November 27, 1907, at Ningpo, Captain ROBERT DOLANUS, to FRANCES MARY, second daughter of Colonel and Mrs. G. Christie, Short Heath Lodge, Farnham, Surrey.

The Hongkong Telegraph

HONGKONG, MONDAY, DECEMBER 16, 1907.

EFFECTS OF CANTON-HANKOW
RAILWAY DELAYS.

It is hard to understand why the astute, thoughtful and far-sighted people of Canton have apparently so far failed to realise the fact that so long as the Canton-Hankow railway continues a nebulous quantity so long will the question of the control of the West and North Rivers be a matter of stress and worry. For many weary months, long before the time when the parolling of the West River had reached the acute stage, at which it stands to-day, we have indulged in hope following hope that the actual work in connection with the construction of the railway would be commenced at last, that the Chinese would be so captivated by the results achieved through their own energy, that it would be a case of Cairo to Khartoum over again and that the natives of the South, at all events, were not vain-glories when they spoke of their ability to finance and manage their own undertakings. Yet what have we seen but a series of petty bickerings and begrudgings and jealousies;

each individual evidently careless whether the bone fell to him so long as it did not come within the clutches of an opponent. We firmly believe that Mr. Chang, the ex-Minister of the Interior, could have carried matters to a speedy and successful conclusion if he had been allowed his way; that is to say, if everybody had bent to his will, taken his word for granted and trusted for the best. But the day of the autocrat is over, even in China, and Mr. Chang with all his foreign experience finding it impossible to get what he wanted resigned the thankless office of president to the Company and resumed private life. For a few weeks past Sir Chengtung Liang Chang has been at the head of affairs, but what he has done since he assumed that important position it is impossible for us to say. We have heard now and again of Sir Chengtung being here and there throughout the Kwang Provinces and have made the futile guess that he was engaged in perfecting the arrangements for beginning the work in such earnest fashion that before another Chinese New Year has come and gone we should have been on the verge of realising the advantage of having a foreign-bred native installed as the head of one of the great branches of the Imperial Chinese railways. To start with, it is not a happy augury for the success of an undertaking when the leading light straightforwardly declares that he has no desire to have anything to do with the railway in any shape or form, and when that statement is backed up by numerous faints and apparent subterfuges to evade the appointment, the prospects of the railway become none the more halcyon. And again, because a man has proved an accomplished diplomat and has been accepted as a *persona grata* in the two great English-speaking countries is not to say that he possesses at the same time all the other virtues of mechanical genius, sound judgment in commercial affairs or engineering insight, granting for a moment that the delay in proceeding with the Canton-Hankow line has been due to no fault on the part of the manager at all, how can it be explained that months ago the material for the Canton Waterworks Company, a new concern, was lying at the wharves at Kowloon, and has long since disappeared in the direction of Canton; that the recently-projected iron bridge across the river would have been begun but for the untimely demise of the promoter which brought about the liquidation of the Company; and that the British section of the railway to connect Kowloon with Canton is being rushed through at top speed? If other Chinese and foreign undertakings can succeed in this way, why does the Canton-Hankow railway lag behind? Supposing that two or three years ago when the people of Kwangtung were excited up to their eyeballs at the prospect of themselves owning and operating the line in question, and securing dividends which would be without parallel, because the administration would be cheap, efficient and actuated by the single idea of advancing the interests of the shareholders, supposing a start had then been made with the line most of the objectionable practices which still exist in connection with the shipping of the Canton river delta would to a great extent have disappeared. For if your pirates and robbers and despoilers of fishing fleets find that their practice is waning owing to a diversion in the trade routes they are not likely to continue unremunerative labours longer than they can help. The genial old Viceroy Chang Jen-chun, who has managed to get himself into hot water through his over-careful exhibition of an indisposition to do nothing, was the gentleman who had the calm assurance to suggest, quoting from memory, that because piracy had been endemic in the West River from times immemorial it was impossible to conceive that the remedy could be discovered at this late day. But in order to appease the worried Waiwup he agreed to the acquisition of a fleet of four "cruisers" which would protect the long reaches of the West River from piratical gangs. The fleet was to cost, if we remember rightly, something like \$200,000. What country more surprised than China when Great Britain flung a dozen gunboats, river cruisers and torpedo-boat destroyers into the West River with instructions to search all suspicious craft and to take nothing for granted? Does anybody believe for a moment that the action of Great Britain was taken without previous consultation with the Powers and an expression of their entire unanimity in the scheme? It was a plain business proposition which could not be shirked any longer in face of the conjurings and arguments of the China Association branches and when the step was taken everybody realised how much better it might have been if it had been taken years ago. And yet there might never have been any need for this technical invasion of Chinese authority had those at the head of the Canton-Hankow Railway Company performed their duty in the first instance.

LAU MING, an earth cooie, was at the Police Court, this morning, convicted of the larceny of \$12 worth of brass from the Quarry Bay Shipyard, yesterday. Mr. Gompertz sentenced him to six weeks' hard labour and six hours' stocks.

LOCAL AND GENERAL.

A VOLCANIC mountain in Hida province, Japan, is in eruption.

The English mail of the 16th November was delivered in London on the 14th inst.

The members of the Hongkong Police Force have issued invitations for a dance, at the City Hall, on the 24th inst.

PRESIDENT Roosevelt will nominate a commission to arbitrate in the strike of the miners on the Nevada goldfields.

Mr. Lorrie Andrews is actively engaged in Washington in an impeachment of Judge Willey. The result of the campaign is at present indefinite.

We are in receipt of a calendar for 1908 from the Western Fire and Marine Assurance Co., for which Messrs. Wm. Meyerink and Co. are the agents in Hongkong.

The Shanghai Electric and Asbestos Co., Ltd., announces that an interim dividend of four per cent. for the current financial year will be payable on and after January 15, 1908.

A TOKIO despatch of 14th inst. to the *N.C.D. News* says:—There have been twenty-four cases of small-pox at Kobe up till yesterday, including that of a stoker on board the str. *Indrapura*.

The following telegram was received by the American consulate general from the Manila Observatory, at 6 p.m., yesterday:—December 15, 1907, at 3 p.m. Typhoon South: Yap Western Carolines.

The Superintendent of the Alice Memorial and Affiliated Hospitals begs to acknowledge with grateful thanks the sum of \$4000 (four thousand dollars) from Chinese Procession Fund per Messrs. Ho Tai Shan and Chau Siu-ki.

The Chinese Engineering and Mining Co., Ltd., announces that the total output of the Company's three mines for the week ending November 30, 1907, amounted to 20,388.96 tons and the sales during the same period of 18,691.13 tons.

C. L. Pereira, D. S. O., British Military Attache, at Peking, is in town, as also Major Williamson, of the Army Service Corps, from Hongkong, making the necessary arrangements for the arrival of the Cameron Highlanders. The houses for officers of this battalion are being pushed on rapidly in Bruce Road.—*China Critic* (Tientsin).

A SERIES of lectures to ladies on "First Aid" will be given by Dr. W. V. M. Koch, in St. Paul's College, on Fridays, at 5 p.m. The first lecture will be given on Friday, 20th inst. An attendance fee of \$2 will be charged for the purpose of defraying incidental expenses. Text books (50c. each) and illustrated triangular bandages (25c. each) may be obtained from the hon. secretary, St. John's Ambulance Association.

We are requested to state that the Very Revd. Father M. A. MacDonnell, C.S.S.P., of the Redemptorist Congregation, has been invited by the committee of the "Catholic Union" to deliver a public lecture in their reading room to-morrow, Tuesday, the 17th inst., at 6 p.m. The subject of the lecture will be the "Foundation of Belief." The Rt. Rev. Bishop Pozzoni will take the chair, and the "Catholic Union" will be open to the general public from 6 to 7.30 p.m.

NEWS was received here yesterday, reports the *N.C.D. News* of the 11th inst., of the death in Rome of Mr. John Goodnow, formerly U.S. Consul-General at that port. Mr. Goodnow came to Shanghai to succeed Mr. J. R. Jernigan as Consul-General in 1897. He was born at Greensburg, Ind., in 1858, and was a son of James Goodnow, Lt.-Colonel of the 12th Indiana Volunteers. Mr. Goodnow graduated at the University of Minnesota in 1879, and resided in Minneapolis until he came to Shanghai. He was a man of strong character and marked ability and in many respects performed the duties of his office exceedingly well. During a portion of his tenure of office he was the Senior Consul here. He made many enemies and not a few friends, and the circumstances which led to his removal from this post are too generally known to need mention here. After leaving Shanghai, he was for a time attached to the staff of the Viceroy at Nanking.

C. A. HYLANDER caused some merriment at the Police Court this morning. He went to a native barber at Chiuchoong street yesterday where the consular artists failed to render an account of themselves to their patron's satisfaction. This aroused Hylander's righteous indignation who emphasized it by raising a war with the barber's tubs, stands, etc. To appease the foreigner's wrath an abler was summoned in the person of a police officer who had the belligerent brought before Mr. Hylander, the Police Magistrate, this morning. When the charges were read out to him Hylander, indignantly, remonstrated: "Vat dru-unk! dru-unk! No, not dru-unk!" Although he pleaded guilty to disorderly behaviour, his Worship settled the doubt in the desultory mind by ordering him to pay 50 cents' compensation to the barber, or 4 days, and \$7 for riotous conduct, or 11 days. Alleging the scarcity of "Mexicans" which he had read local bankers stated to be a fact, Hylander resigned himself to the warder's care for the next fortnight.

WEST RIVER PATROL.

SUGGESTED BOYCOTT OF BRITISH STEAMERS.

PROPOSED ESTABLISHMENT OF CHINESE LINE.

The reports which have reached us from our correspondent at Canton for the past few days give evidence that, instead of the agitation abating, the movement directed against the presence of the British flotilla on the West River is gaining weight at all the more important centres along the delta. The reported overhauling of launches by one of the torpedo boats attached to the fleet led to a desire for more information on an incident, which, trivial in itself, has been seized by agitators to inflame the minds of the people against the action of Great Britain in mobilising and maintaining the flotilla on the Canton delta. An interview with a Chinese gentleman having trade connections with Wuchow and other riverine ports, by a representative of this paper this morning, elicited much first-hand information of special interest bearing on the subject.

Reference was, in the first place, made to the monster meeting held at Wuchow on the evening of the 10th inst. From what we could gather it was attended by the entire body of the local gentry and merchants. The speeches were vehement in character and were directed against the presence of the British flotilla on the river. In the opinion of the speakers the advent of the British warships must be regarded with suspicion, inasmuch as, it was thought, they were a menace to Chinese sovereign rights, an encroachment upon the territorial waters of China, and a wresting of the privileges pertaining to the Government of the Province by the policing of her own highways of commerce by a Foreign Power.

The meeting then proceeded to consider the question of the advisability of establishing a fleet of steamers, suggested at six in number, to be registered under the Chinese flag and to be engaged on the West River trade. The main idea underlying the scheme is to boycott the existing lines of steamships, the majority of which fly the British flag, and to ultimately, if practicable, oust the British traders from the river altogether. In order that competition might be successful the propounders of the scheme suggest that four steamers should be placed on the Hongkong-Wuchow run, and the other two on the Wuchow-Canton run in direct opposition to the steamers now operated by the powerful Joint Companies, viz. the Hongkong, Canton and Macao Steamboat Co., Ltd., Messrs. Butterfield & Swire and the Indo-China Steam Navigation Co., Ltd. (represented by Messrs. Jardine, Matheson & Co., Ltd.). The question of the necessary capital for the company presented no difficulty in the minds of the speakers who said that, if Chinese merchants would only give an undertaking to ship cargoes in their own vessels or in any other than British bottoms, the wherewithal for constructing and equipping the vessels would be forthcoming. Our representative was informed that at the meeting an initial capital of \$500,000 was then and there guaranteed for the patriotic enterprise.

The meeting also resolved that, in the event of the maintenance of the British flotilla being continued, the Chinese steam-launch owners pledge themselves to fall into line with the parent Guild in Canton by having all their vessels transferred from under foreign flags into Chinese colours on and after the 1st day of the 12th month, i.e., the 4th prox.

THE TORPEDO-BOAT INCIDENT.

Our informant related what transpired at the meeting. The narrative is given in the words of the Chinese merchant rendered into English:—"One of the speakers at the meeting laid stress on an incident that is alleged to have occurred some days ago during the stay at Wuchow of the British torpedo-boat A-35. The incident in question, so it is said, consisted in the arresting of four Chinese soldiers on board of a Kwei-lin launch, by a boarding party from the torpedo-boat. The Chinese account is to the effect that a party from the A-35 boarded this launch and found four Chinese soldiers, with accoutrements, on board. I am not quite clear on the point, but I understand that these four men were in mufti and contented themselves with saying they were there to safeguard the launch from pirates, and had been put on board by the Kwei-lin military authorities. The British sailors took these men aboard their vessel for further investigation, and whilst the inquiry was being conducted a request from the Police Magistrate was received asking for the release of the men, with an explanation of their proper status and mission. The request was immediately complied with and the four Chinese 'braves' accordingly released. The purported action of the British vessel was considered high-handed and arbitrary and it was pointed out was a sample of the treatment to which Chinese vessels and Chinese were subjected, and what was more, were liable to in the future."

As stated, the ouster agitators worked upon the credulity of the listeners, by rhetorical efforts, in depreciating British action and attributing to this insignificant incident exaggerated motives and intentions on the part of the British sailors in searching an inoffensive Chinese trading vessel and causing the ignominious arrest of four officers of the Government. Whereas had the four guards given correct information, in the first instance, when questioned as to their presence on board the launch nothing more would have been said or done. As to the boarding of a Chinese launch by the A-35's men that was most likely in order, as it is inconceivable that such an action would have been taken, hastily by a British naval commander on his own initiative and without reference to the authority necessary for such a step.

A FEW CONSIDERATIONS.

We are impelled to offer a few considerations in the light of the foregoing interesting statements obtained by our representative.

Regarding the scheme for the formation of a new line of steamers, we are sufficiently sceptical to doubt the sincerity of the promoters of the project. The present combination of steamers on the West River would be more than able to cope with the proposed opposition, if the people carry out their intentions. The capital necessary to build and equip the proposed new fleet is far greater than what can be raised in a port of the size of Wuchow, and the scheme would be sure to fail, unless financial assistance is received from capital in Hongkong and Canton. The present conditions of trade on the West River would not warrant the expenditure that would have to be incurred in starting the new venture regarding it as a purely commercial undertaking, and even if the proposal were realised the Chinese would find themselves in a very short while in the unenviable position of having cut their noses to spite their faces. In the present position of affairs the matter may be regarded, as, to say the least, purely chimerical. That there is the possibility of decreasing the freight if the West River steamers under the British flag, it cannot be gainsaid; but the merchants, whilst wanting to keep in step with the local gentry, realise that they are raising a question that is more than likely to prove detrimental to their own business interests.

ACTION IN CANTON.

EXTRAORDINARY PROPOSALS.

[From Our Own Correspondent.]

Canton, 14th December.
On the 11th inst. another mass meeting was held in the offices of the Self-Government League. There was a very large gathering present. Messrs. Wong Shu-ping and Kong Shiu-chuen were voted to the chair. At the meeting the letters from Shiu-hing and Wuchow, complaining of the interference made recently by some of the British vessels sent to police the West River, with some native launches and junks, were read. The majority decided to ask the people of Wuchow and Shiu-hing to furnish the League with a statement giving the names of those shops in which the reamen of the British vessels had created the alleged disturbances together with the exact day and hour and other particulars for evidence so that the Canton Viceroy may be requested to make suitable representations to the British Consul at Canton on the matter. It was the opinion of the meeting that, as several cases of disturbance were reported to have taken place during the last few days created according to Chinese accounts, to Chinese vessels and even shops on land by British seamen, the leading British merchants at the ports of Canton and Hongkong should be requested to move their Consul and the British Admiral to bring about a more satisfactory arrangement, or to withdraw the West River flotilla altogether. The appeal to the British merchants is due to the fact of their large dealings with Chinese traders and their help is also needed in the matter. If this step fails, they will take other steps to deal with the British merchants in their trade intercourse, and representatives will be sent to England to confer with the British Government on the subject. The Chairman, Mr. Wong, advised the launch owners to transfer their flags on the 15th day of the present moon instead of the 1st day of the next. The representatives of the steam launch owners guild stated that, if revision is at once effected in the regulations governing the inspection of boilers and if the Viceroy will grant the request to appoint Tsai Hai Han to inspect the launches instead of a foreign officer as at present, they will be quite willing to transfer their flags without exception on the day suggested by Mr. Wong.

At the meeting several other questions were discussed and another meeting was arranged to take place on the 15th inst.
Mr. Li Chai-liang presented to the League a clock to be hung on the wall for the sake of punctuality, and in future all meetings will commence at 10 o'clock in the afternoon.
During the last two days several steam launches have changed their flags and secured Chinese registry.

DEATH OF A MACAO MILLIONAIRE.

THE LATE MR. LU-KAU.

Mr. Lu-kau, the Chinese millionaire of Macao, is dead. Such is the brief report which reached us from the Portuguese colony. Briefly put, the career of the deceased may be summarized as a truly meteoric one. From a native bank coolie to messenger, and successively accountant, manager and banker, then opium farmer, gambling monopolist in Macao and later at Canton, the rise of Mr. Lu-kau to a position of social eminence and means in his own limited sphere has been directly and may be wholly attributed to the tainted money of the gambling board. The late Mr. Lu-kau's connection with Hongkong is that of a land proprietor and owner of a small Chinese bank; but it is in Canton that his largest interests latterly lay in the extensive monopolies he held after the departure of the redoubtable Shum and the revival of the *pupin* and *san-piu* lotteries by the *wea* *Caow-shu*. Lu-kau was a *persona grata* with the latter Viceroy from whom he held the farm whose royalty ran into seven figures annually. When Shum's re-appointment for a second term to Canton was reported, the gambling farmers seeing their privilege threatened by the advent of Shum despatched a special embassy to Peking to plead their case. But the mission was premature and Shum chose the quieter environments of Kanyang to the troubled surroundings at Canton. The anxious time made considerable inroads into the deceased's health, and aggravated by advancing years his impaired constitution fell a victim to heart failure from which he succumbed at his residence at Macao on Saturday morning after returning from supper at the Chinese Club at mid-night. Had Lu-kau lived he might have played a leading part in a *cavea c-lebra* wherein a prominent local institution would assume the first rôle.

KOWLOON SHIPBUILDING.

CONSTRUCTION WORK AT THE DOCK CO'S YARD.

With the launching of the large steam tug *Engineer* last week for the Engineer Corps of the U. S. Military Department at Manila, the shipyard at Hui-chong is by no means depleted of vessels on the stocks. As a matter of fact, although there are no orders for large constructional work on hand, the building department of the Hongkong and Whampoa Dock Co. have their hands pretty full with several vessels of small tonnage to the order of local firms and of the Philippine Government. Messrs. Goddard and Douglas, who superintended the construction of the *Engineer* on behalf of the Military Authorities at Manila, are also looking after the building of the three largest steel launches for the Quarter-Master Department at Manila. Considering that the local Dock Co. successfully underbid Singapore, Shanghai, and Japan in their tenders, there is every probability, as our representative was authoritatively informed, that the orders for the other vessels required by the same department of the U.S. Government will be sent to Hongkong for execution. In fact, had the amount appropriated in the budget for additional launches, and barges been available, orders would already have been placed with the Hongkong Company for several more launches of the larger dimensions urgently required for the Manila harbour as well as inter-island duties. As it is, however, the orders are held in abeyance pending new votes to be taken for the expenditure during the next fiscal year.

For the use of the Dock Co. itself an improved tug to replace the stranded *Robert Cook* is well advanced in construction. The increased tonnage of the port and of the vessels making this the terminal port necessitate a powerful tug to handle the large Pacific steamers requiring drydocking in Hongkong.

The Hamburg-America Line have been valued constituents of the local shipyard, and for that important concern the Kowloon works are completing a composite tug of seventy-five feet in length for the Singapore service. Notwithstanding the fact that the Tanjong Pagar Dock Board has to-day the status of a quasi-official concern, the leading local shipbuilders have succeeded in securing the H.A.L. contract against the Singapore Dock for a vessel intended for service within the waters of the sister colony.

The N.D.L. have already had practical acquaintance with the capabilities of the yard across the water in the building line and in awarding the contract to Mr. Pobi Mitchell for a steel sea-going tug of 120 ft. in length they know what to expect from the chief manager of the Hongkong and Whampoa Dock Co., and in that they are sure not to be disappointed.

The adaptability of the lighters built in the Colony for the Bangkok service has been demonstrated to the advantage of Hongkong. At the yards at Kowloon can be seen another twin-screw steel iron cargo lighter. It is similar in all respects to those already turned out for the N.D.L. and will be towed to Bangkok as soon as it is out of the builders' hands.

Of minor works may be mentioned two steam-launches for local firms. Both are built of wood, one being a very diminutive boat of only 55 feet long. They are intended for harbour work.

FIRE AT YAU-MAT-TI.

OUTBREAK CAUSED BY A CARELESS YOUTH.

A fire, which was caused by a youth playing with a box of matches, broke out yesterday forenoon in the verandah of house No. 223, Station Street, Nongkok. The boy, who is about ten years of age, threw a lighted match into a large basket containing empty match boxes, which was placed in one corner of the verandah, in order to save his fingers. The match boxes soon ignited and the flames spread to the ceiling, thence to the wooden windows and doors. The Yau-mat-ti fire brigade, in charge of Inspector McHardy, answered smartly to the call, and in less than half an hour they had the fire, which on their arrival was eating its way into the house, suppressed. The building was not insured, and the damage done is estimated at \$100.

SHIPPING AND MAILS.

MAILS DUE.

G. (Prins Blits-Friedrich) 17th inst., 11 a.m.
Gen. (Prins Regent Luitpold) 19th inst.
Indian (Lightning) 19th inst., 11 p.m.
German (Sachsen) 24th inst.
Indian (Pookhank) 25th inst.
Austrian (Tulip) 27th inst.
Austrian (Chingia) 31st prox.

The Boston S. S. Co.'s s.s. *Shawmut* arrived at Victoria, B.C., on 14th inst.
The s.s. *Carnarvonshire* left Singapore on 14th inst. at 6 p.m., and is due here on 21st inst., at daylight.
The M. M. Co.'s s.s. *Saxonia*, with the next French mail, left Singapore to-day for this port via Saigon, at 4 p.m.
The Imperial German Mail s.s. *Prins Regent Luitpold* left Shanghai on 15th inst. at 5 p.m., and may be expected here on 17th inst., 11 a.m.
The P. & O. S. S. Co.'s s.s. *Adala* will be due to arrive at this port on 22nd inst. The s.s. *Nicomedia* will be due to arrive here on 24th inst.
The Imperial German Mail s.s. *Sachsen* left Kobe via Nagasaki and Shanghai on 15th inst. p.m., and may be expected here on or about 24th inst.
The N. Y. K. s.s. *Kanagawa Maru*, European Line, left Kobe for this port via Molle and Shanghai on 14th inst., and is expected here on 23rd inst.
The T. K. K. s.s. *Hongkong Maru* will sail from Yokohama on 16th inst. for Hongkong via Japan ports and Shanghai, and will be due to arrive at this port on 26th inst.
The C. P. M. Co.'s s.s. *Tartar* arrived at Yokohama at 5 p.m. on 15th inst. and is again at 6 a.m. Tuesday for Kobe, where it is due to arrive at noon on 16th inst.

Telegrams.

[Route 4.]

French Naval Movements.

London, 15th December.
Toulon reports that orders have been received to report upon the condition of warships and crews available for service in the Pacific, for the purpose of reinforcing, and providing relief drafts for Indo-China. This action, it is understood, is in view of the unrest in the Far East.

Japanese in America.

Strong complaints are reaching Washington regarding the increasing influx of Japanese via Mexico.

Later.

The New York papers are publishing sensational stories of the landing of all Japanese servants in the battleships of the Pacific fleet at Hampton Roads in consequence of their constant note taking, one being detected noting a new system of gun control.

A Royal Wedding.

Athens announces the wedding of Prince George of Greece and Princess Marie Bonaparte, the ceremony being of the most brilliant description.

The streets were ablaze with decorations.

Later.

Germany in the Persian Gulf.

The Hamburg firm of Woenckhaus has appealed to the German Foreign Office against the seizure of the firm's warehouse, alleged to contain contraband, on Abanusa Island, Persian Gulf, by H.M.S. *Lapwing*. The Hamburg newspapers are indignant.

Lieutenant Woods.

Lieutenant Woods, and Grenadier Guards, on the 15th instant, received a request from the War Office to resign his commission, otherwise he would be removed from the Army under clause 447.

Correction.—In telegram dated London 10th instant under heading "The Fifth Lancers" read:—Lieutenant Woods, and Grenadier Guards, instead of Major A. V. I. Wood, D. S. C.

Australian Defence.

14th December.

In the Melbourne House of Representatives, the Hon. Alfred Deakin, Prime Minister of the Australian Commonwealth, in outlining the defence policy of the Government, proposed the purchase of three submarines and two destroyers annually for three years.

He also suggested the compulsory military training of all youths attaining the age of eighteen years, by which means he hoped to form a national guard of 218,000 trained men who would be available in eighteen years.

[N. C. D. News]

America and Japan.

JAPANESE EMIGRANTS.

Tokio, December 10.

The report that negotiations are to be opened between America and Japan as an aftermath of the immigration question, and specially with a view to the control of Japanese labouring men students, is totally without foundation. Such matters lie entirely within the control of the administrative powers of the United States while the understanding between the two countries is so full and elastic as at present.

In the speech which he made at the meeting of the Oriental Association to-night Mr. O'Brien, United States Ambassador in Tokio, took the most optimistic view of the situation.

FRIENDSHIP, GOODWILL.

Tokio, December 11.

Mr. O'Brien, American Ambassador to Japan, in his speech at Tokio last night, declared that no serious question existed between America and Japan. If any should arise in the future, he added, the friendship and goodwill obtaining between the two countries would guarantee a satisfactory settlement.

THEFT IN A BOARDING-HOUSE.

LEAST SUSPECTED OF ALL CONFESSED TO CRIME.

Some time yesterday afternoon a report was made at headquarters, by the manager of a boarding-house at 122, Gossau Road Central, in which he gave the police to understand that burglars had entered his room on the previous night and removed \$1,540 from one of his counter drawers. Detective Sergeant O'Sullivan paid a visit to the house. In less than an hour he had the guilty party under lock and key. On examining the drawer he saw that a bit of the woodwork around the lock had been destroyed. This was done in order that a hold might be had on the drawer. Then with the aid of some instrument the counter was raised high enough as to get the lock out of the socket. The detective's suspicions fell on someone in the house. He questioned all the *folks*, but they proved their innocence. To the surprise of everybody when the son-in-law of the master of the business, who is ill in the interior, was interrogated, he collapsed and confessed to the crime. When he had recovered himself sufficiently he showed the officer where he had hidden the money—under the floor of the staircase. This was tipped open by the detective and the cash, all intact, was recovered with the aid of a stick. The thief—The *Sol* Tie—the assistant accountant, was charged at the Police Court, this morning, and sentenced to six months' hard labour.

INTERESTING SHIPPING ACTION.

QUESTION OF REPUDIATING CHARTER PARTIES.

A very interesting case to the shipping community was heard before the Full Court, comprising Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge), this morning. It was that in which the Lombard Steamship Co., Ltd., 23A, Great St. Helens, London, applied for leave to appeal against the decision of the Chief Justice, given on the 6th May last, against them, in favour of Messrs. Carlowitz and Company, in which action the latter firm claimed \$17,000, being damages sustained by plaintiffs by reason of the breach of a charter-party of the British steamship *Salamanca*, entered into in Hongkong on 7th February, 1902.

Sir Henry Clarke, K.C., instructed by Mr. R. D. Atkinson, of Messrs. Deacon, Looker, and Deacon, appeared for the appellants, and Hon. Mr. H. E. Pollock, who was instructed by Mr. Andrew G. Jackson, of Messrs. Johnson, Stokes and Master, for the respondents.

The facts of the case appear to be that on or about the 7th February, 1902, the defendants (the Lombard S.S. Co.), through their agent, one J. H. Anderson, who was then the master of the steamer *Salamanca*, then in Hongkong, chartered the vessel to the plaintiffs (Carlowitz & Co.), under a written charter party, signed on the 7th February, 1902, for a period of six months, with an option of renewal, which the plaintiffs thereafter duly exercised for a further period of three months, at the rate of \$6,500, Hongkong currency per month, payable fortnightly in advance to Messrs. Bradley & Co. in Hongkong, as agents for the defendants, upon (inter alia) the following terms and stipulations. The steamship being firm and staunch, and free from known defects, and well officered, was to be maintained as by her owners, and placed at the sole disposal of the charterers or their agents to carry cargo and passengers for lawful voyages, as specified and the usual clause about the exemption from the result of accident, through the act of God, etc. The steamer was to be docked and cleaned by the charterers recommended by a surveyor's report, at owner's expense, the time occupied in docking not to count under the charter. Should the steamer be delayed for want of officers, repairs, collisions, or other breakdowns not caused by stress of weather, the payment of hire was to cease, until the vessel was again staunch, sound and well found, as provided in the first clause of the charter. The captain was to give the agents 24 hours' notice whenever the vessel needed repairs provided it was possible by circumstances to do so. On or about 29th April, 1902, plaintiffs entered into a charter party with the East Asiatic Trading Company of Hongkong, whereby they re-chartered the said vessel to that company for a term of about six and a half months, the balance of the term of the plaintiffs' said charter, at the enhanced rate of \$7,250 per month, payable fortnightly to the plaintiffs, the charter party containing the same terms and conditions as the first. On or about the 1st July, 1902, the East Asiatic Trading Company with the knowledge and consent of the defendants re-chartered the vessel to the United States Government for service as a transport for troops, animals, stores, cargo, etc., it being stipulated that the said vessel should proceed at once to such ports as ordered by the proper officer of the Quartermaster General's Department, the owners to keep the vessel in the same condition as stipulated for in the first charter party, the time lost owing to accidents, not the fault of the United States, not to be paid for by the latter. The vessel was accordingly handed over to the United States to be used as a transport, and on or about the 3rd July, 1902, owing to the negligence of the said J. H. Anderson, then master, the vessel ran ashore in fine, clear weather, on a reef near San Salvador Island, in the Philippines, and was so damaged that she had to be towed off and docked at Cavite at the expense of her owners. No notice of that accident reached the plaintiffs until 1st August, 1902, and the plaintiffs had in the meanwhile in ignorance of the fact paid to Messrs. Bradley and Co. the hire for the vessel for the whole of the month of July. The repairs were completed by the 9th September, but the defendants neglected, for a number of days, to discharge the Dock Company's lien on the said steamer, for the cost of the repairs, and thereby caused the Government, to cancel the charter party, and in consequence of the default of the defendants the East Asiatic Trading Company, which had, as defendants knew, chartered the steamer to re-charter it at a profit, cancelled the charter with the plaintiffs in their turn, and the plaintiffs then cancelled their charter with the defendant, the defendants having failed to fulfil the conditions of their charter-party, by not placing the steamer at the disposal of the plaintiffs after the repairs in proper time.

Sir Henry opened by saying that this was an appeal from the decision of the Chief Justice in an action tried before him, sitting alone and with a jury, on 29th and 30th April and 1st May last, whereby the Chief Justice in effect held that the plaintiffs who had chartered the steamer *Salamanca* from the Lombard Steamship Company were justified in repudiating that charter because of the default of the owners of the *Salamanca* in not carrying out implied undertakings on their part for a certain party (to be called "Austasia") who sub-chartered the vessel and re-chartered her to the United States Government, at Manila. His Lordship found that the U.S. Government was entitled to repudiate the re-charter; that "Austasia" was entitled to repudiate the sub-charter, and that the charterers were also entitled to repudiate the original charter from the Lombard Steamship Co. He asked his Lordship to take another view of the matter. He came there to-day without any doubt or hesitation to convince the Court that the view of the Chief Justice held was, in respect, and

THE WORD, ERRONEOUS. The first document was the writ of summons.

Mr. Justice Wise—We have read over the documents, which took about four hours to digest; such matters I will deal very briefly.

After scanning over the documents, Sir Henry argued that, assuming the U.S. Government were entitled to cancel the charter party in the event of any default, the effect of this would have been to throw the ship back on the hands of the sub-charterers, and the remedy of the sub-charterers was not to repudiate their sub-charter, but to bring an action to recover compensation for the loss sustained by them in having the ship on their hands. This also applied in the case of the original charterers. "Austasia" sub-chartered the vessel on the understanding that she was to be used purely for a commercial undertaking, whereas they re-chartered her to the U.S. Government for carrying troops, arms and ammunition about during the war (the United States had with some Philippines). The original charter was for a commercial venture, such as what it is called, Sir Henry said that his Lordship went on to say in giving his decision that Carlowitz had no interest in the charter to the U.S. Government—the matter being between "Austasia" and the East Asiatic Company. "Austasia," he observed, were the principals and not the agents in making the agreement with the owners, by which they obtained the owner's consent to re-charter her to the U.S. Government. The vessel was then used, not for trade purposes, but for carrying warlike stores. No provisions were made for this in the sub-charter; in the re-charter it was expressly incorporated. This was outside the charter altogether. Suppose we fall, Sir Henry pursued, with regard to carrying out for the United States that would give the charterers no right to repudiate the charter in trade. This could not justify the original charterers to repudiate it. The sub-charterers were liable to the charterers. Why should "Austasia" repudiate the sub-charter because we (the owners) did not do certain things? He did not see it. The charter was for ordinary commerce, but after a while they saw their way to putting the ship to more lucrative work and handed her over to the U.S. Government. How can their conduct with regard to the agreement entitle "Austasia" to throw up the engagement? They could not have any *lex standi*. The plaintiffs had mistaken their remedy. Their business was to bring an action against the owners for breach. If they did that then the owners would have been able to put up their defence and show that their conduct was reasonable. The U.S. Government, according to American or English law, for they were both the same on this point, was not justified in repudiating their charter. The vessel was not chartered to carry any particular cargo, at any time or place, but it was a general charter—a time charter, and the fact that they were delayed for a few days was not enough to frustrate the whole charter.

As we go to press Mr. Pollock was just opening his address.

IMPERFECTLY LIGHTED ALLEYWAYS.

LANES AND ALLEYWAYS are numerous on the island, and that many of them are imperfectly lighted by night is known to those whose duties take them to the slums of the Colony. Though it is stated, the bad lighting of one of the lanes a rather serious accident befell one of the European constables on the Western district the other day. P. C. 41 Conlan is a comparatively new officer in the force, having arrived here some eighteen months ago. The Western district to which he was recently attached is, so to speak, a *terra incognita* for him. While going his rounds early on Saturday morning when it was quite dark Policeman Conlan had occasion to traverse Alagar Court, midway between the entrance and exit of which is a short flight of four steps. This gap was not known to exist by Conlan and, in proceeding on his way, he stepped into the open space and fell, his face coming into violent collision with the stone-step, fracturing the right jaw. He was removed to the Civil Hospital for treatment and so serious was his condition that, we understand, four doctors were in attendance on him yesterday. Dr. J. W. Noble, the dentist, was also called in and it was suggested to have a sort of dental splint made in order to support the fractured jaw. We have good authority for stating that, as a result of the accident, Conlan may have to be invalided home on discharge from hospital.

THE SUBSCRIPTION GRIFPINS.

ARRIVAL OF THE SECOND BATCH.

The second batch of subscription griffins—numbering eleven in all—arrived here from Shanghai, to-day, by the steamer *Choy Sang*, and were drawn for at Kennedy's Stables this afternoon. It is not easy at the present stage to pick out the points of each animal, owing to their thick coats, but they appear to be of a better quality than the first lot. The result of the drawings is appended:—
Nos. Colour. Purchaser.
9—grey.....Mr. C. P. Chafer
25—black.....Mr. Parr
35—grey.....Mr. A. Rodger
41—grey.....Mr. Lapus
43—dun.....Mr. A. Forbes
48—bay.....{Mr. D. Macdonald (of Macdonald & Co.)
49—bay.....Mr. G. Freeland
51—grey.....Mr. T. Christall
73—dark grey.....Mr. D. Macdonald (B & S)
75—dark grey.....Mr. M. W. Slade
78—dun.....Mr. W. Gibson
We understand that the other ponies have passed the time test at Shanghai, and are only awaiting shipment to Hongkong.

THEFT ON BOARD "FAUSANG"

CHIEF OFFICER'S CABIN ENTERED.

The police are at present engaged in making inquiries into a number of robberies which have occurred recently on board the steamer *Fausang*. The report was made to Inspector Collait at the Police Station the other day, by Mr. Campbell, the chief officer of the vessel. Curious to relate, the robber, whoever he may be, and there is no question in the minds of the police that he is one of the *Wing* Jack bands, was careful on each occasion not to carry out his work until the *Fausang* was well on her return trip to Hongkong. On two occasions, as far as we know, the chief officer's cabin was entered during his absence, and small sums of money were found to be missing. Little less than \$10 was removed on the first visit, which took place during the last but one trip of the vessel to Hongkong. During this trip the amount very nearly doubled, but up to the present the guilty party is still to be discovered, notwithstanding the efforts of the police to find him.

THE PIRATED JUNK CASH.

NOTION FOR LEAVE TO APPEAL DISMISSED.

Sir Henry Berkeley, K.C., met a similar fate as his learned colleague, Mr. W. Rees Davies, Attorney-General, at the Supreme Court, this morning, with regard to his motion for leave to appeal from the decision of Mr. Justice Gompertz, delivered last month in the case in which Ip Tsung Nin sought to recover a junk from Kwong Tin King, or, in the alternative, her value—\$1,000. Mr. Justice Gompertz, in deciding the case, held that the sale of the junk in his opinion was a sale of goods in "mar. et overt" within the meaning of the Sale of Goods Ordinance, 1896, and found for the defendant. It will be remembered that the Full Court, comprising their Honours Sir Francis Pigott (Chief Justice) and Mr. A. G. Wise (Puisne Judge) dismissed the motion of the Attorney-General on the ground that he had no *locus standi* in appearing in a private action in his capacity as Attorney-General, and whatever argument he submitted in support of his contentions was not entertained. Sir Henry Berkeley's services were then requisitioned by Messrs. Denny and Bowley and his application to appeal was fixed for to-day. But, unfortunately, no notice to appeal was filed during the interval, according to the usual procedure, and it was on account of this that the appeal was denied.

When their Lordships took their seats this morning, the Assistant Registrar stated that he could not call the case as no notice of appeal was given.

Sir Henry observed that there was notice of the time given.

Mr. Justice Wise—Only one notice.

Sir Henry—Pardon me, there was notice of the change of solicitors.

Sir Francis Pigott—About a quarter of an hour ago.

Sir Henry—Yes.

Mr. Justice Wise—You must proceed in the usual way.

Sir Henry mentioned that he took it to be the proper way when notice of the change of solicitors was filed.

After further argument Sir Henry asked the Court to extend the time to allow the notice to be filed. "Why burke us?" he asked. "Why penalise us?"

Sir Francis Pigott took objection to the word "burke" being used, adding that it was a suggestion that the Court was proceeding in a wrong way when, in fact, the solicitor in the case was wrong.

Sir Henry altered the word to "lost opportunity"—"misapprehension."

Mr. Justice Wise—How was it a misapprehension and this morning you tried to alter it? Sir Henry started out to explain, but Mr. Justice Wise interrupted with: "We don't know if we can hear you."

Allow me to change the notice then?" Sir Henry asked.

Mr. Justice Wise—Oh, no.

Sir Henry—Why not?

Sir Francis Pigott—Here is a solicitor given five days' notice to file notice and nothing has been done.

Sir Henry—If notice was filed five days ago would you have heard me?

Sir Francis Pigott—Yes.

Sir Henry—Why not now?

Mr. Justice Wise—Why not in *forma pauperis*?

Sir Henry—He has more than \$20 in the world and so he can't proceed in *forma pauperis*. But that is not the point. Why not hear me?

Sir Francis Pigott—It is irregular.

Sir Henry—It was merely a question of whether the Attorney-General or the Crown Solicitor could appear. We did not know or we would have filed the notice.

Sir Francis Pigott—At 10 a.m. to-day, I thought the matter had ended.

The application for appeal was refused.

THE WEATHER.

The following report is from Mr. F. G. Figg, Director of the Hongkong Observatory:—

On the 16th at 11.55 a.m.—The barometer has risen moderately to slightly over Japan and N. China respectively.

The anti-cyclonic area remains over the continent to the North of the Yangtze, and gradients continue rather steep along the China coast.

Very strong monsoon will continue to prevail in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 7 a.m. to-day, 5.01 inch.

FORECAST.
1.—Hongkong and neighbourhood, N. to N.E. winds, fresh to fair.

2.—Formosa Channel, N.E. winds, strong.

3.—South coast of China between Hongkong and Lintao, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

To-day's Advertisements.

TO LET.
4-ROOMED HOUSES in GAR ROAD near the Race Course, within easy access to the Lower Level Tramway, at very moderate RATES for Education (10-15) or DELI BUILDINGS, No. 147, Wanchai Road.
Apply to—
PERCY SMITH & SETH.
Hongkong, 16th December, 1907. [1007]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship
"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 16th December, 1907. [1008]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"GREGORY APCAR,"

Capt. S. H. Belson, will be despatched for the above Ports on SATURDAY, the 21st inst., at 3 P.M.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED, Agents.
Hongkong, 16th December, 1907. [1009]

NORDDEUTSCHER LLOYD, BREMEN. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship
"MANILA,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st of December, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of December, at 9.30 A.M.

All Claims must reach us before the 25th of December, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.
Hongkong, 14th December, 1907. [1]

COMPAGNIE DES MESSAGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship
"SALAZIE,"

Captain Ailland, will be despatched for the above Ports on or about MONDAY, the 23rd December.

For Freight or Passage, apply to
J. MILLET, Agent.
Hongkong, 16th December, 1907. [10]

PUBLIC AUCTION.

BY ORDER OF H.M. WAR OFFICE.

THE FOLLOWING
VERY VALUABLE LEASEHOLD PROPERTY.

Known as INLAND LOT NUMBER 437 (SPRING GARDENS) containing an area of about 4,783 square feet and having a frontage on Queen's Road East of 228 feet, situated at Queen's Road East, Hongkong, will be sold by

PUBLIC AUCTION, on WEDNESDAY,

the 18th day of December, 1907, at 3 o'clock in the afternoon, in One Lot by Messrs. HUGHES & HUGHES, Auctioneers, at their Auction Rooms, 1, Des Voeux Road, Central.

The Property consists of:—
All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto, belonging, held under the Crown Lease thereof dated the 7th day of April, 1896, for the term of 999 years from the 29th day of July, 1855, at the annual Crown Rent of £150 Sterling (\$720), subject to the covenants and conditions contained in the lease.

For further Particulars, apply to The AUCTIONEERS, or to DENNIS & BOWLEY, Solicitors for the Vendors.

Hongkong, 11th December, 1907. [1085]

Miss WILLIAMS and Miss Casden, of 33, Caine Road, were in Police Court, this morning, to prosecute a former employee on charges of larceny. The accused—Wong Cheung—appeared, received his discharge some time ago. Last night he returned to the house where he passed the night. Early this morning, before he took his departure, he collected one table cloth, one bicycle pump and lamp, one picture frame, three ornaments, a padlock and a bell, the total valued at about \$15.00, and started to leave, but he only got as far as the back door when he was collared. He pleaded guilty, and Mr. Gompertz sent him to gaol for twenty-eight days, with six hours' stocks.

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All that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot 427, and all buildings thereon and appurtenances thereto, belonging, held under the Crown Lease thereof dated the 7th day of April, 1896, for the term of 999 years from the 29th day of July, 1855, at the annual Crown Rent of £150 Sterling (\$720), subject to the covenants and conditions contained in the lease.

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Intimations.

THE
ROBINSON PIANO
CO., LD.
INVITE INSPECTION
OF
NEW STOCK
OF
Steinway,

